THE

North-China Herald.

VOL. IX., N°. 442. SHANGHAI, SATURDAY, JANUARY 15, 1859. PRICE, TAELS 15 PER ANNUM.

INTIMATIONS.

IN THE COURT FOR RELIEF OF INSOLVENT DEBTORS AT SINGAPORE.

In the matter of ABRAHAM SOLOMON *of Singapore, Merchant, residing in No. 511, North Bridge Road, lately carrying on business at Boat Quay in Singapore.—An Insolvent.*

ON Friday, the 29th day of October last, it was ordered that *Saturday, the 25th day of February*, 1860, should be appointed for the further hearing of this matter, and that unless cause be shown to the contrary on that day the said *Insolvent* be discharged personally, as well as to his after acquired property from all liability for debts, claims, and demands, of and against the said *Insolvent* at the time of the filing of his Petition for relief.

GEO. W. LE CERF,
Chief Clerk.

Chief Clerk's Office,
Singapore, 10th November, 1858. 15ja

NOTICE.

ALL Parties having Claims on the Estate of the undersigned are requested to send in particulars, without delay, to either of the undermentioned who have been appointed Inspectors in liquidation.

D. BURJORJEE.

W. H. VACHER,
J. F. H. TRAUTMANN,
J. F. CARTER,
and C. D. LALCACA.
tf Shanghai, 27th October, 1858.

NOTICES OF FIRMS.

NOTICE.

THE interest and responsibility of the late GEORGE SMITH, and of Mr. BENJAMIN GOTT KINNEAR, in our firm, ceased on 31*st December*, 1857.

THE interest and responsibility of Mr. ANDREW ARCHIBALD RANKEN, in our firm, ceased on 31*st December*, 1858.

SMITH, KENNEDY & Co.
tf Shanghai, 6th January, 1859.

NOTICE.

MR. KHAN MAHOMED DHURUMSEY is about to leave this place, the business of our Firm will be henceforth conducted by Mr. LUDDABHOY TARMOHOMED who is authorized to sign our Firm by procuration.

CASSUMBHOY NATHABHOY & Co.
tf Shanghai, 4th January, 1859.

NOTICE.

THE Partnership heretofore existing between GUSTAV CHRISTIAN SCHWABE, and FREDERICK BOWER, under the firm of G. C. SCHWABE & Co. is this day dissolved by lapse of time.

All outstanding accounts will be liquidated by their successors Messrs. BOWER, HANBURY & Co.

15ja Shanghai, 31st December, 1858.

NOTICE.

THE undersigned have entered into Partnership as *Merchants and Commission Agents*, under the firm of BOWER, HANBURY & Co., and will continue the business hitherto conducted by Messrs. G. C. SCHWABE & Co. at this Port.

FREDERICK BOWER.
THOMAS HANBURY.
15ja Shanghai, 1st January, 1859.

NOTICE.

THE interest and responsibility of Mr. WILLIAM BROUGHALL in Shanghai having terminated on the 31st ulto. I shall, for the future, carry on the Business of Public Silk Inspector in my own name.

J. F. CARTER.
tf Shanghai, 1st January, 1859.

NOTICE.

THE business heretofore conducted in China under the style of BLENKIN, RAWSON & Co., was closed on the 31*st ultimo*. MR. JAMES DOW will sign the name of the firm in liquidation.

T. S. RAWSON.
S. RAWSON.
WILLIAM KAY,
By their Attorney. W. BLENKIN.
JAMES DOW.
W. THORBURN.
W. M. NORTON.
tf Shanghai, 1st January, 1859.

NOTICE.

THE undersigned beg to notify that in consequence of the Death of Mr. TARTARIN the business hitherto conducted by LEGRAND, TARTARIN & CIE., will from this date be carried on under the firm of

LEGRAND, FRERES & CIE.
tf Shanghai, 1st January, 1859.

NOTICE.

HAVING disposed of the Stock in Trade and Good-will of my business *from the 1st December last*, the Firm of P. F. RICHARDS & Co. or RICHARDS & Co. ceased from that date.

P. F. RICHARDS,
Sole Partner.
tf Shanghai, 1st January, 1859.

NOTICE.

MESSRS. KNOOP & Co. beg leave to intimate that they have commenced business as *Shipchandlers and General Merchants* in the premises lately occupied by Messrs. RICHARDS & Co.; and hope by strict attention to business to secure a share of the custom of Vessels coming to this Port, and also of the Foreign Community.

Mr. FRANZ KNOOP is authorized to sign for the Firm per procuration.
tf Shanghai, 1st January, 1859.

NOTICE.

MR. HASSUMBHOY PARPIA is about to leave this place. The business of our Firm will be henceforward conducted by Mr. MERALLYBHOY MAHOMED who is authorized to sign our Firm by procuration.

KESSOWJEE SEWJEE & Co.
tf Shanghai, 31st December, 1858.

NOTICES OF FIRMS.

NOTICE.

I HAVE established in Shanghai a branch of my Firm for the transactions of a Mercantile Business, and Mr. RAHIM HEMRAJ is authorized to sign for me by procuration.

EBRAHIM SOOMAR.
tf Shanghai, 10th December, 1858.

NOTICE.

MR. ROBERT JARVIE WPS admitted a Partner in our Firm, *on 1st July last*.

GILMAN & Co.,
of Canton, Shanghai & Foochow.
6mr Shanghai, 1st December, 1858.

NOTICE.

WE have established a branch of our firm at Hongkong.

Mr. ROWLAND HAMILTON, and Mr. HUBERT MARSHALL MURRAY GRAY are admitted partners in our firm.

SMITH, KENNEDY & Co.
tf Shanghai, 18th November, 1858.

CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.
(INCORPORATED BY ROYAL CHARTER.)
SHANHAE BRANCH.

THIS Branch is now open for *General Banking Business*. CURRENT ACCOUNTS can be opened, on which no Commission will be charged, or Interest allowed.

For SHROFFING, a charge of 50 Cents per Mille will be made.

INTEREST
will be allowed on *Fixed Deposit* accounts, subject to,—

Three Months Notice of Withdrawal, at 5	}	per Cent, per Annum.
Six do., " " " 6		"
Twelve do., " " " 7		"

The Branch *purchases Bills*, and *grants Drafts*, on the LONDON JOINT STOCK BANK, and the Agencies in BOMBAY, MADRAS, CALCUTTA, CEYLON, SINGAPORE, and HONGKONG,—the *Rates* for which may be had on application.

RICHD. NEWBY,
Manager.
tf Shanghae, 18th September, 1858.

NEW OPENING OF THE CHINESE TRADE.

EAST India and China Agency, established for 10 years in the city of London. The undersigned having a thorough knowledge of the leading European markets, and nearly 20 years experience in the purchase of the English staples, suitable to India and China, would be happy to take charge of Consignments to England, and to invest the proceeds, in the purchase of any description of manufactures that may be required.

Special attention directed to the execution of orders for goods of the following leading branches of trade, viz.

WOOLLEN GOODS selected from the best manufacturers in the West of England, Yorkshire, Russia, and German houses.

COTTON GOODS of the width, and substance, adapted to the Chinese wants, from the leading manufacturers at Manchester.

AMERICAN DRILLS and SHEETINGS, selected from the best manufacturers, long known to the Chinese Trade.

Those parties desirous to avail themselves of the important advantages of the advertisers experience, have only to send full particulars of the goods, and of the markets they prefer, and they may depend upon their orders being executed with that care, and minute study, which cannot fail to please the tastes of the Chinese consumers.

HENRY CASSIN,
Commission Merchant,
tf 5, Leadenhall Street, London.

INSURANCES.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL TWO MILLIONS STERLING.

Trustees,

JOHN SHAW LEIGH, Esq. | JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*

THE Company is prepared to grant Policies of Insurance against Fire to the extent of £10,000 on any one Building or its contents.

The Policies of the Company are NOT SUSPENDED in the event of invasion or insurrection.

Premiums are payable in the Bills of any of the Local Banks or in other approved Paper.

BOWER, HANBURY & Co.,
Agents for Shanghai.
tf Shanghai, 1st January, 1859.

NOTICE.

THE undersigned are appointed Agents for the *Underwriters* and *Marine Insurance Companies of Hamburg.*

HARKORT & Co.
tf Shanghai, 17th December, 1858.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE undersigned having been appointed Agents in China for the above named Company are prepared to grant policies against fire at Shanghai to the extent of Mex. $35,000,—on one risk, as under:

1, On Buildings or on their contents.
2, On Ships, lying in port, or on their contents.

For further particulars apply to

WM. PUSTAU & Co.,
Agents in Shanghai.
tf Shanghai, 1st December, 1858.

IMPERIAL FIRE INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above named Company, at this Port, are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored therein.

GIBB, LIVINGSTON & Co.
tf Shanghai, 15th September, 1858.

INSURANCES.

THE LONDON & ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
(Established 1843.)

THE undersigned are prepared to accept RISKS (covered by protecting Policies at LLOYD'S and the various LONDON INSURANCE COMPANIES.) by the PENINSULAR & ORIENTAL STEAMERS between *Shanghai, Canton and Hongkong, Amoy, the Straits, Ceylon, the Presidencies of India, Suez, and England.*

The interest in the protecting Policies is assigned to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY, for the purpose of their becoming the Medium of Payment in the event of loss.

For RATES OF PREMIUM and other Information, apply to

M. FISCHER, *Hongkong.*
E. WARDEN, *Shanghai.*
H. T. MARSHALL, *Singapore.*
T. H. THOMSON, *Calcutta.*
ROBERT FRANCK, *Mauiras,* or
JOHN RITCHIE, *Bombay.*

JAMES HARTLEY & Co.

London 26th June, 1858.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE RISKS to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* HONGKONG, SINGAPORE, PENANG, and BATAVIA.

TURNER & Co.
tf Shanghai, 13th February, 1857.

HONGKONG MARINE INSURANCE COMPANY.

THE undersigned are prepared to grant POLICIES on behalf of the HONGKONG INSURANCE COMPANY, payable in *Shanghae, Hongkong, Canton, Calcutta, Manilla, Bombay* and *London.*

LINDSAY & Co.

Shanghae, 1855.

ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.

THE undersigned having been appointed AGENTS in CHINA for the above COMPANY, are prepared to accept ASSURANCE at SHANGHAE, as under:—

1st. On Buildings of Brick or Stone, covered with Tiles, Slates, Metal, or other Incombustible Material, when such Buildings are isolated from all others,—*Rate of Premium,* ½ *per cent per Annum.*

And on their Contents, *at the Rate of* 1 *per cent per Annum.*

ASSURANCES for 6 Months ¾, and for 3 Months ½, *of the Annual Rate will be charged.*

ASSURANCES, for the present, will be accepted to the extent of £7,000 only on one Risk.

A Building and its Contents taken together form one Risk. Thus the above Sum may be underwritten either on a Building alone, or the Contents alone; or, part on the Building, and part on the Contents.

No ASSURANCE is to be considered in force until the Premium be paid.

Amongst other advantages of the COMPANY, the ASSURED will be entitled to participate in the Profits after Five successive payments.

Parties applying for ASSURANCES will please send in full particulars of the Risk to be taken; any Deviation from which without the Consent of the COMPANY, will vitiate the POLICY.

JARDINE, MATHESON & Co.,
Agents in Shanghae.
Shanghae, 1st August, 1850.

FOR SALE.

"PERUVIAN SYRUP"
or
PROTECTED SOLUTION OF PROTOXIDE OF IRON.

THE undersigned have for sale the above valuable medicine, and can highly recommend it as a good cure for diseases of the *Blood, Dyspepsia* or *General Debility.*

FRAZAR & Co.,
Bridge Street two doors from the Yang-king-pang Creek.
tf Shanghai, 25th December, 1858.

FOR SALE.

TABLES shewing the Exchange given by Bullion Remittances, from Shanghai to India.

Also,

TABLES shewing the value in Shanghai, of Bar Silver, Mexican Dollars, and Rupees, as compared with rates ruling in London, (of the last, twenty copies only, remain on hand).

Price of each Set, Tls. 2 per Copy.
Apply to the *North-China Herald* Office.
tf Shanghai, 27th September, 1858.

FOR SALE.

CLARET (five qualities); Ermitage 1842; Champagne (two qualities); Sparkling St. Péray; Muscat de Frontignan; Malaga; Pale Brandy; Brown do.; and Kirschwasser, &c., &c.

Great assortment of sweet Liqueurs.

Best salad Oil.

All in 1 doz. Cases.
N. SALABELLE & CIE.
Tehang-foo, North Gate Street corner of Bridge Street.
tf Shanghai, August 6th, 1858.

BOOKS ON SALE:
AT H. FOGG & Co.
price per copy.

WILLIAMS' Dictionary of the Chinese language, ...	$7.00
Do. Commercial Guide, ...	3.00
The same with map of China,	3.50
Do. Map of China, Mounted,....	2.00
Do. " Pocket,.....	1.00
Do. Middle Kingdom, 2 vols. with a Map.	

tf Shanghai, 7th April, 1858.

FOR SALE.

FOR SALE.

GIESLER'S Sparkling Moselle.
Port, Sherry, Claret, &c.

SMITH, KENNEDY & Co.
tf Shanghai, 6th January, 1859.

NOTICE.

THE undersigned offer for sale at moderate prices a large invoice of Europe Rope from 8 in. to 9 thread, Manila Rope, Canvas, Repairing Canvas, Stockholm Tar and Pitch, Oakum, all kind of Paints (dry and ready made), Paint and Lamp Oils, Varnish, Lime Juice, Vinegar, and a variety of Articles for Ships use.

Also,

Fresh Cheese, Hams, Butter, and Salt Provisions; Pale and Brown Brandy; Port, Sherry, and a variety of Wines, &c., &c.

KNOOP & Co.
Corner of North Gate & Bridge Street.
tf Shanghai, 8th January, 1859.

LEGRAND, FRERES & CIE.

BEG to announce that they are prepared to offer for sale a large well selected assortment of Watches, Alarm Time Pieces, Clock-movements, Stereoscopes, Perfumery and Fancy Goods, &c., &c., &c.

Photographic Portraits taken and set in Frames of different Styles, at moderate prices.
tf Shanghai, 1st January, 1859.

FOR SALE.

TABLES showing Cost of Tea laid down in England and America.—Compiled by P. LOUREIRO.

Price $3 Mex. each.

Apply to the *North-China Herald* office.
tf Shanghai, 23d September, 1858.

FOR SALE.
Price One Tael per Copy,
JOURNAL OF THE SHANGHAI LITERARY AND SCIENTIFIC SOCIETY,
at
FOGG & Co.; HALL & HOLTZ;
and
KUPFERSCHMID & Co.
tf Shanghai, 6th August, 1858.

WORKS ON SALE.
At the London Mission Printing Office,
SHANGHAE.

TO be had also at the Office of the *North-China Herald*—

Medhurst's STATE and PROSPECTS of CHINA.	*Tls.*2.0.0
FOKIEN or AMOY DICTIONARY, 1 vol. 4to,.....	10.0.0
CHINESE and ENGLISH DICTIONARY, 2 vols. 8vo,.....	10.0.0
ENGLISH and CHINESE DICTIONARY, 2 vols. 8vo.....	10.0.0
ENGLISH and JAPANESE VOCABULARY, 1 vol. 8vo,.....	2.0.0
COREAN and ENGLISH VOCABULARY, 1 vol. 8vo,.....	2.0.0
FORMOSAN and ENGLISH VOCABULARY, 1 vol. 12mo,.....	1.0.0
ANCIENT CHINA. 1 vol. 8vo,....	2.0.0
THEOLOGY of the CHINESE,....	1.5.0
THE TRUE MEANING of the word *SHIN*, or "SPIRIT,".....	0.5.0
GLANCE at the INTERIOR of CHINA,.....	1.0.0
THE CHINAMAN ABROAD; a Desultory Account of the MALAYAN ARCHIPELAGO, by *Ong-t'hae-hae,*	0.5.0
ON THE SILK MANUFACTURE, & CULTIVATION of the MULBERRY, ...	0.7.5
GENERAL DESCRIPTION of SHANGHAE and its Environs,..	1.0.0
NARRATIVE of a MISSION to the JEWS at Kae-fung Foo, ...	0.5.0
FAC-SIMILES of 4 ancient Hebrew Manuscripts, from the Synagogue at Kae-fung Foo,.....	1.0.0
NOTIONS of the CHINESE concerning GOD and SPIRITS.....	2.0.0
GRAMMAR of the SHANGHAE DIALECT, ...	2.0.0
MEMOIRS of the Life and Labours of Dr. MORRISON,.....	3.0.0
CHINESE PHONETIC VOCABULARY,—1 Rupee each, or 3 copies for	1.0.0
ÆSOP'S FABLES, in Chinese and English,.....	2.0.0
GRAMMAR of the Mandarin Colloquial Dialect of the Chinese language, ...	2.0.0

HOUSES & LAND.

TO LET.

THE Dwelling House with large Godown attached, (together or separately), formerly known as *Wha-Shing* and lately occupied by Messrs. CRAMPTONS, HANBURY & Co.

Also the House and Godown next to *Wha-Shing*, lately occupied by Messrs. SALABELLE & Cie. For particulars apply to

T. J. BIRDSEYE.
tf Shanghai, 1st January, 1859.

TO LET.

THE Dwelling Houses, and Godowns at present occupied by Messrs. MONCREIFF, GROVE & Co., either together or separately; entry to the Godowns from 1*st October*, and to the Dwelling Houses from 1*st January.*

For particulars apply to

TURNER & Co.
tf Shanghai, 31st August, 1858.

AT FOOCHOW,
PAGODA ANCHORAGE.
TO BE DISPOSED OF

A DESIRABLE Location including a comfortable Bungalow, Furniture, good stock of Genuine Medicines and a good Medical Practice, at present worth from 4 *a* 5,000 Dollars per annum.

For particulars apply to

B. A. WARDELL.
tf Shanghai, 2d July, 1858.

MISCELLANEOUS.

NOTICE.

A POSTSCRIPT to the *North-China Herald* is published for transmission to Hongkong and Chinese ports by every favorable opportunity. It contains a *precis* of News, Daily quotations of Exchange and Opium, Arrivals, Clearances, and Departures of Vessels, from the date of the last previous publication until the latest hour.

PRICE 1 MEX: DOLLAR per month, payable Quarterly

To Hongkong Subscribers to the *Daily Shipping and Commercial News*, Free.

Subscriptions received at this Office and by Messrs. MCEWEN & Co., Hongkong.
tf Shanghai, 10th November, 1858.

THE SHANGHAE HOSPITAL AND DISPENSARY.

HAS been enlarged, and can accommodate PRIVATE Patients with comfort.

The terms are,

For Private Room, ...	Tls.	2.0.0 a day.
" Officers do.	"	1.5.0 "
" General Wards,....	"	1.0.0 "

Washing One Tael per month extra.

The Lowest charge is Seven Taels.

F. C. SIBBALD, M.D., *Surgeon.*
MR. NEWMAN, *Apothecary.*

☞ The DISPENSARY is well stocked with Medicine, which may be had on application to the Apothecary.
tf Shanghai, July 17th, 1857.

MADAME WRIGHT,
MAGAZIN DES MODES.
BARRIER ROAD, SHANGHAI.

FRAZAR & CO.,
Commission Merchants, Ship Chandlers, and Store-keepers.
BRIDGE STREET, back of H. FOGG & Co.
tf Shanghai, 1st January, 1859.

MCKENZIE & CO.,
Ship Chandlers, Storekeepers, General Agents and Provisioners.
NEAR THE FRENCH CONSULATE
SHANGHAI.

H. FOGG & CO.,
SHIP CHANDLERS, STOREKEEPERS, GENERAL AGENTS, AND AUCTIONEERS.
SHANGHAE.

HALL & HOLTZ,
SHIP CHANDLERS, STOREKEEPERS AND BAKERS,
BREAD AND BISCUITS.
SHANGHAE.

KIN-TEE-YUEN,
CAN SUPPLY PARTIES WITH SILKS OF EVERY DESCRIPTION;
GAUZES OF NEWEST PATTERNS;
SHAWLS, and APRONS;
AND EMBROIDERED WORK OF THE LAST FASHIONS,
AT UNUSUALLY LOW PRICES.
TSING-KEE SHOP,
Near the French Consulate.
Shanghai, 1st September, 1855.

SAEKEE & CO.,
Yang-king-pang Street, three doors from Messrs. H. FOGG & *Co.*
HAS FOR SALE AT LOW PRICES,
WHOLESALE AND RETAIL.
Silks, Satins, new pattern Gauzes, Crapes, Embroideries, Nankeens, Sarsnets, Pongees and every description of Silk Piece-goods of Soo-chow Manufacture.
ALSO,
Lacquered ware, Grass Cloth, Ivory Carvings, &c., &c., &c.
AND,
Champagne and other Wines.

ALGAR & STREET,
Colonial Newspaper & Commission Agents.
THE COLONIAL PRESS
SUPPLIED WITH
NEWSPAPERS, BOOKS, TYPE, INK, PRESSES, CORRESPONDENT'S LETTERS,
AND ANY EUROPEAN GOODS,
ON LONDON TERMS.

COLONIAL NEWSPAPERS received at this Office are regularly filed for the inspection of Advertisers and the Public.

11, Clement's Lane,
Lombard Street, London.

ADVERTISEMENT.

R. T. PRITCHETT, RIFLE, GUN, AND SWORD MANUFACTURER to Her Majesty's War Department and the Hon. East India Company, begs to call the attention of Officers and Gentlemen abroad to the sound quality and efficiency of the Arms he produces, both for Military purposes and the Sports of the Field. Every GUN sold by R. T. PRITCHETT is manufactured on the premises, and every RIFLE is bored, rifled, and shot under his personal superintendence. For both large or small bore the PRITCHETT BULLET, as adopted by H. M. Government, without cup or plug, is found most serviceable—very numerous testimonials having been received of its range and truth of flight. To the manufacture of SWORDS also, great attention is paid, the most efficient proof of strength and spring being applied, a guarantee given of the quality of the blade, which is uniformly tested by powerful machinery in the presence of the purchaser, before made up.

86, St. James's-street London.

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NEW ADVERTISEMENTS.

JAPANESE DOGS,
FOR SALE BY PUBLIC AUCTION,

ON *Tuesday next, the* 18*th inst.*, at 11 o'clock A.M.,—Two full blooded Japanese Dogs, just arrived per bark *Ana* from Nagasaki.

H. FOGG & Co.,
Auctioneers.

o Shanghai, January 15th, 1859.

FOR SALE.

THE large commodious DWELLING HOUSE with very convenient out Buildings attached, also large Stable and Carriage House with all necessary out Buildings, situated to the South of the Consulate Road, the land measuring 10-*mow* 2-*f.* 1-*l.*, being the Lot registered at the British Consulate as Lot N°. 41 and a portion of Lot N°. 2 bounded on the West by the centre of the ditch running into the Soochow Creek, on the South by Messrs. Gibb, Livingston & Co.'s property, and extending to the East 45 ft. beyond the House.

For further particulars apply to

BARNES DALLAS.

tf Shanghai, 15th January, 1859.

THE

North-China Herald.

SHANGHAI, SATURDAY, JANUARY 15, 1859.

NOTICE.—The hours of DIVINE SERVICE in TRINITY CHURCH, are on Sundays, at 11 A.M. and 3 P.M.

Bibles, (in various languages), Prayer Books, and Hymn Books, can be obtained by application to the Chaplain, or of Mr. WRIGHT, the *Sexton*.

JOHN HOBSON, *Chaplain.*

NOTICE.—PUBLIC WORSHIP is held in the LONDON MISSION CHAPEL, every Sunday, at half-past nine A.M., and at six P.M.

NOTICE.—DIVINE SERVICE is held in the Chapel of the American Episcopal Mission at *Hoang Kow*, every Sunday Evening at 7 o'clock.

LATEST DATES.

England, ...	Nov. 9	Singapore.	Dec. 17
Bombay, ...	Dec. 2	Hongkong, ...	Dec. 31
Calcutta, ...	Nov. —	New York, ...	Oct. 24
Galle, ...	Dec. 7		

Latest dates in England from China,—

Hongkong, 12 Sept. } Received per Post,—
Shanghai, 3 Sept. } *viâ* Marseilles.. 30 Oct.
viâ Southampton 4 Nov.

Hongkong, 28 Sept. } Received per
Shanghai, 20 Sept. } Electric Telegraph 7 Nov.

MAIL of 25th Nov. from London *viâ* Marseilles due in Hongkong, Jany. 10th—Shanghai, Jany. 19th. Last year it was received Jany. 25th per *Formosa*.

MARRIED.

At Shanghai, January 11th, by the Rev. S. R. Gayley, Rev. JUSTUS DOOLITTLE, Missionary of the American Board at Fuh-chau, to Miss LUCY E. MILLS of Shanghai.

COMPARISON OF OBSERVATIONS,
taken by
A SHIP REGISTERING THERMOMETER
in the open air, in a shaded situation, at Shanghai,—the Maximum by day, and the Minimum at night.

FOR THE WEEK.

Ending 14th Jan., 1859.	*Ending 14th Jan., 1858.*
8.—*Max.* 43 *Min.* 33	*Max.* 46 *Min.* 36
9,— „ 54 „ 37	„ 58 „ 38
10,— „ 53 „ 34	„ 57 „ 46
11,— „ 52 „ 34	„ 47 „ 35
12,— „ 58 „ 36	„ 42 „ 38
13,— „ 56 „ 46	„ 40 „ 27
14,— „ 47 „ 33	„ 37 „ 28

To be continued weekly.

LATEST QUOTATIONS.
(Friday Evening.)

EXCHANGE.

On London, 6m/s., First class Credits, 6*s.* 3*d.*; other Credits & Private Bills, and Bills with documents, 6*s.* 3¼*d.* per Tl., nominal.

OPIUM.

	Malwa Tls.	*New Patna* Tls.	*Old Patna* Tls.
Jan. 8	445 a 450	320 a 332	505 —
„ 10	450 —	322 a 335	505 —
„ 11	450 —	325 a 335	505 —
„ 12	450 —	525 a 538	520 —
„ 13	450 —	530 a 540	520 —
„ 14	450 —	530 a 540	520 —

LATEST SHIPPING INTELLIGENCE.

ARRIVED.—Jan. 14th, *Maggie*, (Br. bq.), 335, Le Geyt, from Swatow.

DEPARTED.—Jan. 14th, *Gauntlet*, (Br. sh.), 603, Inglis, for Montreal.

PASSENGERS.

DEPARTED.—Per *Egmont*, Messrs. K. R. Mackenzie, J. Wilks, W. W. Cryder, and E. H. How; Mrs & Miss Gibson.

PASSENGERS per P. & O. Company's mail steamers from Hongkong.

Per *Malabar*, 30th Dec.—For Singapore, Miss Spooner, Lieut. Olliver, H. I. M. N., and Mr. M. E. Strobeck; for Galle, Mr. J. D. Gibb; for Marseilles, Messrs. F. Lamyeze, P. Chomley, C. M. Donaldson, and S. F. Slater; for Cadiz, Mr. Lopez Cardasi; for Southampton, Mrs. and Miss Day, Messrs. W. Napier, W. H. Masson, P. H. Salmon, A. Dismore, and Lieut. Dirom, R.E.

NORTH CHINA BRANCH OF THE ROYAL ASIATIC SOCIETY.

This Society will hold its regular monthly Meeting at the Shanghai Library on *Tuesday evening next, the* 18*th instant*, at 8 o'clock.

The Papers for the evening will be;—

"Notes on the present state of the Magnetic Elements in China and the adjacent Countries," by Capt. Shadwell, R.N., C.B., and "A Journal from Shanghae to Han-kow and back," by an Officer present with the late Expedition.

C. TREASURE JONES,
Secretary.

THE following appeared in our *Postscript* No. 13 of the 10th inst., dispatched per *Nimrod* to Hongkong, which will probably arrive before the mail for Europe leaves that place.

"H. M. Gun-boat *Dove* returned here last night at 11 o'clock having met H. M. S. *Furious* a short distance up the Yang-tsze Kiang near Harvey Point. The *Furious* and *Cruizer* availing themselves of an unexpected rise in the river left Kew-kiang on the 3d instant, crossed the Flats on the 4th, and passed Nanking without molestation from the Rebels. The *Cruizer* remained at Chin-kiang foo to endeavour to recover an anchor lost by the *Furious*."

The *Furious* arrived in harbour on the 11th, and the *Cruiser* on the 12.

The *Cormorant* arrived from Hongkong on the 9th bringing dates to 31st; and left this morning for Ningpo. The *Retribution*, Capt. Barker, will be dispatched for Hongkong very soon after the arrival of the next Steamer from Hongkong.

HER Majesty's Plenipotentiary and suite, on the 10th inst. returned the visit of the Chinese Imperial Commissioners, at their residence within the city.

OUR customary notice of the arrival of the mail was not given in the last number of this journal. We do not insert it by way of news to our local readers, who are always in possession of full details before our paper is published, but it may be useful to refer to on some future day.

We are so accustomed to receive the first portion of the mail by the private Steamer, *Yang-tsze*, that her arrival is always expected at the earliest possible moment, even allowing for a few hours detention outside. In the year 1858 she brought fifteen mails in advance of the P. & O. Company's Steamers.

Much as we are indebted to the spirited owners of clippers and steamers for giving us news in advance of the Government mail packets, it ought not to be so. It is an old subject of complaint that the "China line" is the worst provided for though we believe it to be the most profitable to the Company. There are few fast boats on it and those, it is said are restricted to a speed less than their power. The *Aden's* passages have lately been remarkably good, up against the N.E. monsoon. We understand she is now *allowed* to go at full speed.

The dates by the mail received on the 1st inst. per *Yang-tsze*, and 2d per *Aden*, are London, 9th Nov.,—Bombay, 1st,—Galle, 7th,—Singapore, 17th,—Hongkong, 28th December.

The mail arrived in Hongkong on the 25th ulto. per *Singapore*.

PASSENGERS.—Mr. and Mrs. G. Sharp, Seedahhoy Chutto. From Southampton,— Rev. John, and Mrs. Smith, Messrs. J. Wild, J. W. Escherich, and J. Armhold. From Marseilles,— Messrs. S. Smith, and Neave. From Alexandia,—Mr. C. Leoqsahce. From Galle,—Mr. Graham. From Singapore,—Messrs. J. W. Rawle, and Smith, Mon. C. Savior. For Shanghai,—Mrs. Muirhead, Mr. J. Jarvie.

BULLION.—Per *Indus*, from Southampton on 4th November,—

For Hongkong, ...£90,206
Shanghai, ...£47,960

Bar Silver, 5*s.* 1¾*d.* per oz. standard.

Mexican Dollars, 5*s.* 0¼*d.* being an advance of 1¼*d.* in a month.

Stock of Bullion in the Bank of England, in both departments £18,012,885.

Consols, 98¼ to 98¾ for money.

PASSENGERS.—Per P. & O. S. N. Company's Steamers from Southampton. To leave,—

November 20.

For Hongkong, Mr. John Dodd, & Miss Firth.
For Shanghai, Messrs. Helbling, & Maertens.

December 4.

For Hongkong, Miss C. Reynolds, Messrs. J. C. Wardlaw, and D. MacLean.
For Shanghai, Mr. W. H. Carter.

December 20.

For Hongkong, Mrs. & Miss Turton, Messrs. R. Maitland, and P. L. Everett.

SHIPPING INTELLIGENCE.
(Since our last Report.)

ARRIVED.—From Shanghai, *Julia*, October 30th, at Deal.

DEPARTED.—For Shanghai, *Bacchante*, Oct. 29th, from Liverpool; *Invincible*, Nov. 1st, from Liverpool.

PASSED ANJER.—Nov. 9th, *Quickstep*, from Shanghai to New York; 12th, *N. B. Palmer*, do. do.; 22d, *Mandarin*, do. do.; 26th, *Joseph Fletcher*, from do. to London; 29th, *Sancho Panza*, from do. to New York; 30th, *Kate Hastings*, do. do. Dec. 3d, *Assyrian*, from do. to London.

NINGPO.

THE *Tung-liang* affair is all quiet, and has been since the execution of *S-chi-fong*. *Twan*, the provincial pacificator, who was fast falling into disrepute, and who continued to sink, judging from the popular remarks made and placards posted up in regard to him, until the insurrection was entirely crushed, then began to rise again, and a grand illumination was made in honor of him when he was about to leave. He is now gone, praised by those whose interests have been promoted, and cursed by those who have been injured.

The *Lake* people have suffered very severely. In addition to the loss sustained here in the burning up of their houses, destroying their property, and lives it is said that they have sustained a very heavy loss on their fishing grounds. In a gale of wind many of their boats, and lives, to the number of 300, and said to have been lost. These calamities are likely, however, to be remembered, and many years will not pass before the fire now smothered will break out afresh.

FROM Japan (Nagasaki) we have dates to the 31st ulto. The Japanese of that port now have permission to sell bullocks to foreigners and they do so at three Mexican dollars a head, the Governor has also imported a large number of sheep for breeding, from Shanghai, with a view to providing foreigners and shipping with supplies.

The Japanese Commissioners appointed to proceed to Washington to exchange the ratification of the American treaty are Nagasi Genbu no Kami, Governor of accounts and Minister of the Navy and Twa Say Higo no Kami, Imperial Inspector. The former is said to be a learned and intelligent man, instructed by some officers of the Dutch Navy at Desima, in Algebra, Mathematics and Navigation. In 1857 he conducted the steamer *Soembing*, the first ever possessed by the Japanese, from Nagasaki to Yeddo, with Japanese engineers and sailors and without any European aid. He was one of the Commissioners engaged in negociating the late treaties.

Twa Say Higo no Kami, also an intelligent man, was one of the Commissioners employed in the recent treaty negociations and acquired some knowledge of foreign politics and customs in his intercourse with foreigners on those occasions.

The late Governor of Nagasaki Arawo Iwamino Kami is gone to Yeddo. Olabé Suruza no Kami had succeeded him.

The Russian Consulate will be removed to Kanagowa in the course of this year.

The Russian steam frigate *Askold* is under going repairs at Nagasaki.

Cholera has been raging in the northern part of Japan to a frightful extent. At Yeddo alone the deaths are reported at one hundred and fifty thousand in one month. Alissima and Odowara have also suffered greatly. The outbreak of this dreadful scourge so soon after the time the foreign embassies were at Yeddo has led the people to attribute to them its introduction into their country and superstition points to the coincidence as a punishment for opening Japan to foreigners. By the latest accounts the desease was less virulent.

The Danish brig *Vilhelmine* from Shanghai arrived on the 18 ulto. and left again on the 21st not having been permitted to trade in consequence of there being no treaty between Denmark and Japan. Vessels of the nations which have treaties are admitted under the Dutch treaty of 30 January 1856 and additional articles of 10th October 1857, until their treaties come into effect.

Another steamer, the *Nagasaki*, built in Holland for the Prince of Fizen, arrived on the 15th of November.

It appears that there are some European ladies residing in Japan. The Russian Consul General and his Secretary, with their wives, are dwelling at Hakodadi, and at Inoya on the side of the bay opposite to Desima at Nagasaki, the merchant Commanders who took the two steamers, *Yeddo* and *Nagasaki*, from Holland to Japan, are residing with their wives. At this place also some of the officers and crew of the *Askold* are lodged, the remainder live in a temple in the town.

In another column will be found a Nagasaki Shipping list.

THE SAILOR'S HOME.

WE have much pleasure in announcing, that a preliminary meeting of a few gentlemen favourable to the establishment of a well-ordered "Sailor's Home" for the benefit of the seamen at this port, has been held during the week. We trust that at an early period the friends of the Institution will be enabled to submit to the notice of the Community definite proposals for the attainment of that object, practical in their character and free from many of the objections which at first sight seem to attach to such a scheme. We wish the promotors of the contemplated Institution every success.

MINUTES *of a Public Meeting of Subscribers to the British Church at Shanghae held at Her Britannic Majesty's Consulate, on the* 11*th January*, 1859.

D. B. ROBERTSON, Esq., H. B. M.'s Consul in the Chair.

Present,—Frederick Harvey, Esq., H. M.'s Vice-Consul, C. T. Jones, The Rev. J. Hobson, Messrs. H. M. M. Gray, R. Webb, A. Campbell, Rankeu, Bland, Dow, Whittall, Skinner, Reid, Thorne, Mau, Maclean, Whitlow, Hancock, and Jas. Hogg.

Mr. Jones having been requested to act as Secretary, the Circular convening the Meeting, the Minutes of the last Meeting and the Report of the Treasurer and Trustees were read.

Resolution 1.—Proposed by Mr. Whittall, seconded by Mr. Dow. That the accounts for the year 1858 be passed and that the Report be adopted. Passed.

Resolution 2.—Proposed by Mr. Skinner, seconded by Mr. Thorne. That James Whittall, Esq., be appointed one of the Trustees in the place of Thomas Monceriff, Esq., resigned. Passed.

Resolution 3.—Proposed by Mr. Gray, seconded by Mr. Bland. That this Meeting sanctions the proposed arrangements that the Chaplaincy built by the Rev. John Hobson be vested in the hands of H. B. M. Consul and the Trustees (for the time being) of Trinity Church—in accordance with the terms of the letter addressed to the Rev. John Hobson—dated Foreign Office 31st August, 1858. Whereby the Incumbent will be charged a yearly rental of Tls. 450 until such time as the amount advanced for the purchase of the Chaplaincy be liquidated; in the meantime the said amount (Tls. 450) to be devoted to the payment of interest and liquidation; and further authorises the Trustees to effect Insurance against fire on said buildings and also to provide for necessary repairs when occasion may require.—Passed.

A letter from the Rev. John Hobson, making over and assigning all interest in, or power over the Chaplaincy built by him on the Church land (lot No. 56) to H. B. M. Consul and the Trustees for the time being, of Trinity Church, was then read: and a list of Subscribers of the Tls. 4,500 required for the purchase of the said buildings was also laid before the Meeting.

Resolution 4.—Proposed by Mr. Reid, seconded by Mr. Skinner—That the thanks of the Meeting be given to the Trustees and Treasurer for their services during the past year.—Passed.

The proceedings terminated with a vote of thanks to the Chairman.

D. B. ROBERTSON.
Chairman.

C. TREASURE JONES,
Honorary Secretary.

REPORT OF THE TRUSTEES OF TRINITY CHURCH FOR 1858.

SHANGHAE, 31*st December*, 1858.

In presenting their accounts for the year 1858, the Trustees have much satisfaction in showing thereby, that not only is the Church free from Debt, but that a Balance remains in the hands of the Treasurer, amounting to Tls. 1,254.8.2. irrespective of the Government Grants for 1857 and 1858 not yet received.

The incidental expenses again, this year, exceed the estimate formed, caused by a considerable outlay for repairs of the Church Clock, which were deemed indispensable and amounted to Tls. 205.4.5.

The receipt for Pew Rents exceed the last estimate by Tls. 167.7.5.

The average rate of Exchange for the past year is found to have been 6*s.* per Tael for sight Bills, at which the Chaplain's salary amounts to Tls. 2,666.6.7. instead of Tls. 3,200, as agreed to in General Meeting held on the 7th Jan. 1854, the deficiency thus arising is Tls. 533.3.3.

With reference to Resolution No. 5 passed at the last General Meeting, inviting the consideration of the Trustees to increasing the Pew accommodation, they have to report that,

1st. The present Building does not, in their opinion, admit of any such proposed extension.

2nd. At present there is no absolute necessity for the extension as there are 18 sittings in the Church yet unapplied for.

3rd. As the time cannot be far distant when the present edifice will require thorough renovation, it is expedient that the best means should be adopted to provide for such contingency, which will necessarily involve considerable outlay.

4th. In view thereof they have to recommend that measures be at once adopted for the safe and profitable investment of the Funds now accruing, and likely to accumulate, whereby with the probable aid of Government, a Church worthy of the growing importance of the Port may hereafter be erected without recourse to private loans for the purpose.

JAMES L. MAN,
EDWARD WEBB.

THE TRUSTEES OF THE BRITISH EPISCOPAL CHURCH AT SHANGHAI IN ACCOUNT WITH THE TREASURER.

Dr.

1858.				
Feby. 16	To Balance of Loan and Interest to date as per separate account.			317.0.3
March 23	Ditto Subscription Chaplain's salary.			1,065.0.0
Sept. 8	Ditto Ditto Ditto Ditto			3,507.7.3
„	Cash paid account Chaplain's salary,	1,010.8.2		
„	do. do.	500.0.0		
Nov. 27	do. do.	635.4.7		
Dec. 29	Cash paid Mr. Wright salary as Sexton,	200.0.0		
„ 31	Ditto Ditto Ditto quarter,	1,011.2.0		
„ 31	Incidental expenses Chaplain's quarter,	212.1.2		
„ 31	Balance,	1,254.8.2		
		Tls. 5,789.7.8		Tls. 5,789.7.8
1859.				
Jany. 1	By Balance brought down,			1,254.8.2
	N.B. Government Grant for 1857, £200 not yet received.			

JAMES L. MAN, *Treasurer.*

NOTE. The Rev. John Hobson's salary for the year ending 31st December, 1858—£800 to exchange 6*s.* Tls. 2,666.6.7.

E. E. Shanghai, 31st December, 1858. Audited and found correct. Abdun'd A. Rasken.

H. B. M. CONSULAR COURT, SHANGHAI.
CIVIL SIDE.

28*th December*, 1858.

BURDETT *v.* RAPSON.

Before FREDERICK HARVEY, Esq., *Officiating Consul.*

ALEXANDER CUSHNY, } *Assessors.*
ARCHIBALD CAMPBELL, }

This was a suit; brought by Edward Burdett, Master, and the Owners of the *Donna Anita* against Thomas Rapson, Master, and the Owners of the British ship *Queen of the North* for the recovery of the sum of Taels 772.8.2 for damage done by the *Queen of the North* driving athwart hawse of the *Donna Anita*.

EDMUND BURDETT, being sworn states;—

On Saturday, the 6th Nov. at 11 A.M. the *Donna Anita* being anchored at Woosung, the British ship *Queen of the North* in dropping up the River hove athwart the hawse of my ship and carried away gib and flying gib boom, martingale and bowsprit, knocked the figure head to one side and a portion of the cut-water; starting the remainder of it and doing considerable damage to the hull of the ship. On both bows, the anchors came home; in consequence of which, fell down upon the barque *Lady Inglis* and received other considerable damage, both to hull, running rigging, works, &c. Put in carpenter's Bill for repairs amounting to Tls. 772.8.1.

Examined by defendant.—

Had 60 fathoms of spare cable on deck.

Had two round turns to his bowser.

Had 13 hands on board at the time of the collision.

THOS. RAPSON, defendant, being sworn states;—

The accident was caused by my ship getting foul of the *Donna Anita*, the ship being at the time in charge of a Pilot. The greatest amount of damage was caused by the *Donna Anita* not being prepared with chain on her deck—and likewise had turns in her cable which made it impossible to veer one cable without the other, and in consequence of the *Donna Anita* not slipping her cable at the right time, when she might have been towed into safety by the steamer which defendant hired for the purpose. In the opinion of defendant the *Donna Anita* was not anchored in the right place.

WM. DAVIS, chief officer, of the *Donna Anita*, being duly sworn states;—

He saw the *Queen of the North* dropping up the river on the 6th of Nov. last at 11 A.M., and on her dropping up by her port anchor through the cable fouling on the windlass, they let go the starboard anchor. At that time she was in our hawse, straight ahead of us. We put our helm to starboard, the *Queen of the North* to port; that brought her clear of us on our starboard side. They have up their port anchor after clearing the cable that was foul, and then commenced to heave on the starboard cable. The next thing deponent saw was the Chinese pilot had left the helm, and Capt. Rapson shifted it the other way; immediately the ship came down on us, and did the damage mentioned in the Log Book. Both our anchors came home with the shock of the ship striking on us, and we dragged down until we fouled the *Lady Inglis*. The *Lady Inglis'* anchors were dragged at the same time and we all drifted up the river until the *Queen of the North* was brought up by taking ground, we remained in that way all evening until we slipped our cables, no probability of doing so before, for fear of going on shore

By defendant.

Could see from the ship that the cable of the *Queen of the North* was foul underneath the windlass.

Had 40 fathoms of spare cable on deck on the port side.

H. P. BAYLIS, master mariner, being sworn states:—

Considers the *Donna Anita* was lying at her proper anchorage at Woosung.

The Court having considered the above evidence, and being of opinion that the presence of a naval assessor might tend to elucidate the technical questions involved in the above case, hereby adjourns the final hearing of this suit to Thursday the 30th inst. at 11 o'clock A.M.

30*th Dec.* 1858, *adjourned from* 28*th Dec.*

BURDETT *v.* RAPSON.

Before F. HARVEY, Esq., *H.M.'s Offg. Consul.*

A. CUSHNY, Esq., } *Assessors.*
A. CAMPBELL, Esq., }

The Court met—Captain Shadwell was also present.

No further evidence of any weight was produced or anything elicited to alter the opinion of the Court, as expressed on Tuesday.

DECISION.

The Court having considered the above evidence are of opinion that the Collision was caused by the fault of the *Queen of the North* and decree that she is liable for damages incurred.

30*th December*, 1858.

TWIZELL *v.* RAPSON.

Before P. HARVEY, Esq., *H.M.'s Offg. Consul.*

ALEXANDER CUSHNY, } *Assessors.*
ARCHIBALD CAMPBELL, }

Capt. C. F. Shadwell, R.N., was also present in Court to lend his aid.

This was a suit arising out of the Collision case reported above, brought by Henry Twizell Master and the Owners of the British ship *Lady Inglis*, against Thomas Rapson, Master, and the Owners of the British ship *Queen of the North* for the recovery of the sum of Tls. 477.8.1 for damage done by the *Queen of the North* driving athwart hawse of the *Lady Inglis* on the 6th of November 1858.

HENRY TWIZELL, Plaintiff said;—

On the 6th day of Nov. last, about noon, the ship *Queen of the North* and the Barque *Donna Anita* drove upon me, when moored in the usual place at Woosung. I veered away chain to avoid them if possible and put the helm a-port and sheered over. After using every endeavour to avoid them, I found it impossible. The Barque *Donna Anita*, I managed to clear, she fell alongside of me on the port side—but the ship *Queen of the North* drove athwart my hawse—and caused damage for which I hand in account. Part of the damage was received from the *Donna Anita*, but the cause was by the *Queen of the North* being athwart both vessels hawse. The master of the *Donna Anita* and I hailed together, to prevent the chafing of the two vessels, and used every effort to get the vessels clear as soon as we could do so with safety. We laid out a stream anchor to ease the vessel. We drifted up till the *Queen of the North* grounded on the middle bank, she drawing 19 feet 6 in. whereas the *Donna Anita* and my ship only drew 9 feet. We two remained afloat. The *Queen of the North* grounded on both ships' cables. We had both anchors out at the time and 60 fathoms or more on each cable. The tide being very strong at the time, I could not slip another anchor, not having a third anchor over the bow, it not being custo-

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mary for merchant vessel to have a third anchor best. Remained there till high water, as we could not recover our cable. The ebb tide made then and with the assistance of a hedge and hawser veered round the stern of the *Queen of the North*, trusting if possible to clearing the cables from the *Queen of the North's* bottom. This brought the vessels round my starboard quarter; we found it impossible to recover the cable, and we were prepared to slip. The steamer *Meteor* sent a hawser from me to prevent doing further damage. The steamer took hold of it and I requested him to wait until we were prepared to slip both anchors and 120 fathoms of cable. He refused to wait and went away thinking it prudent to have his steamer to keep the vessels astern, to prevent *Lady Inglis* and *Dooa Anita* from surging with the eddy caused by the tide. Sent for assistance to *Lady Hayes* and *Ariel*, which was rendered by boats and boats' crews; slipped cables, and got clear.

Examined by defendant.

About half an hour elapsed from the time the *Queen of the North* took away the *Dooa Anita* from her anchor until getting foul of *Lady Inglis*.

Had 40 or 50 fathoms of spare chain on both cables. Cannot say how many round turns there were in his hawse.

Veered away and the cables rendered in spite of the turns and the ship sheered over 2 or 3 times her own length. Did not veer away all the cable he had on deck.

By the Court.

Greater part of damage was received before grounding and part subsequently.

By defendant.

Third anchor was aboard on deck.

GEO. RUSCH, chief mate of the *Lady Inglis* being sworn states:—

On the 6th November, in the morning, I saw the *Queen of the North* and *Dooa Anita* driving down upon us. When we saw they were coming down we veered round both chains, putting the helm a-port. Did our best to avoid them, but the ships were down upon us before we could veer round. The *Queen of the North* fell athwart our hawse, the *Dooa Anita* fell on our port side, and we veered our chains and used our best endeavours to get clear of her by which time the had done considerable damage to our ship.

THOS. RAPSON being called on for his defence and being sworn states:—

I have to state that I don't think everything necessary was done that was possible by the *Lady Inglis* and the *Dooa Anita* to save themselves, and likewise myself from further damages. I think they ought to have slipped their chains at slack tide or high water. They both refused to do so, even after my hiring the tug steamer for that purpose. If they had done so, they would never have swung round my stern, and I should have saved the *Queen of the North* from the damage received on the starboard side. I consider that both the *Lady Inglis* and *Dooa Anita* have done more damage to themselves during the ebb than on the flood on account of the *Queen of the North* being aground. The ships sheered about more during the ebb and bumped against my ship, after engaging the steamer, they refused to take hold of the hawser unless the tug towed them astern of my ship to clear their cables from under the *Queen of the North's* bottom, which he refused to do, and he went away. After the steamer left, three hours of ebb tide elapsed before they slipped their cables, during which period the greatest amount of damage was made to the three ships.

Examined by plaintiff.

The steamer was there about the time of slack water. Did not refuse to allow the lanyards of the rigging to be cut.

Capt. BAYLIS being examined stated his opinion to be that the cables of the *Lady Inglis* and *Dooa Anita* should have been slipped at slack tide.

WM. H. MOORE, Pilot 19, being duly sworn states:—

I heard the Capt. of the *Queen of the North* at about 3 P. M. make an arrangement with the master of the tug to tow the ships clear. The steamer went within hailing distance, took in a hawser from one of the vessels, and the Capt. could not or would not slip.

DECISION.

The Court having examined the above evidence are of opinion that the Collision was originally caused by the fault of the *Queen of the North* but that proper steps were not taken by the *Lady Inglis* to guard against the consequences of such Collision, after the vessel *Queen of the North* grounded on the middle bank. The Court there fore decrees that two shirds only of the damage claimed by the *Lady Inglis* shall be paid by the *Queen of the North* viz., Tls. 314.5.4.

30th *December*, 1858.

ACHEONG v. KEPPELL.

Before W. H. PITTOCK, *Offg. Vice-Consul.*

Assisted by Capt. Baylis of the *Lady Hayes* and Capt. Kennedy of the Am. ship *Napier*.

This was a case of disputed bill of charges and breach of agreement.

Acheong & Co. are proprietors of the New Dry Dock, Keppell is master of the British ship *Ariel*.

Edw. Hawkins (Citizen U. S.) on the part of Acheong & Co. handed in a bill of sundries amounting to Tls. 370.5.8.

George A. Keppel on looking over the account objects to various items and that being in accordance with agreement, these items are marked with a blue cross in the paper to be annexed to these proceedings. He proceeds to state that on or about the 15th May he called at Acheong's to obtain some spars, and purchased two yards for Tls. 120 each, a topmast for Tls. 40 and one for Tls. 50; he was then about leaving the Dock, but returned and asked Mr. Hawkins what he would fit two topmasts and two topsail yards for. He consulted with the Chinaman Acheong and it was settled he was to have the fore and main topmast complete for Tls. 210, fore and main topsail yard for Tls. 90 each—in all Tls. 640. The whole arrangement was with Mr. Hawkins, who also accompanied him to Wusoong to take the necessary measures. In the presence of Mr. J. Keppel it was agreed between them that he would make the topmast and topsail yards complete as soon as possible, that is entirely complete with all necessary gear and fixings crosstrees and caps, he also said that he did not think there were any cast iron sheaves in Shanghai large enough and he would require to make wrought iron ones. It was observed by deponent that of course it would be at his, plaintiff's expense according to agreement Since the agreement was made the work has been completed and he has paid Acheong & Co. in all (including a Jinboom Tls. 40) Tls. 685; the items in the bill now brought by Acheong & Co. are objected to by him as they were included in his agreement for the completion of the spars, etc.

Questioned by Mr. Hawkins. Made the contract with him and Acheong & Co. nobody was present but Mr. Hawkins and Acheong.

The agreement was made by defendant with Hawkins,—had no understanding with Acheong.

A good deal of desultory evidence was here taken as to the actual existence of the agreement and its nature.

The Court being cleared for consultation, it was unanimously agreed that having in view the nature of the separate receipt which was granted wherein it is distinctly stated against each item "complete," that this was in reality what the defendant expected to obtain by his verbal agreement and in the absence of any written evidence to the contrary they decide for the defendant.

CRIMINAL SIDE.

Before FREDERICK HENRY, Esq., *H. M.'s Vice-Consul.*

8th *January*, 1859.

Joseph Isaacks, Boatswains mate, William Jones, Edward Welsh, John Reid, seamen, of the *Star of the North* were charged by William Hayland, chief officer of that ship with using abusive language, and insubordination. They were found guilty and sentenced to 3 months imprisonment.

10th *January*, 1859.

Sapoorje Burjorjee, a native of Bombay and cook in Passee employ was charged by Pekeera, a native of Malabar, dealer in small wares in the Mu-hou, with Assault and Battery. On the 6th instant the defendant went to plaintiffs house to demand $25 which was due to him. Defendant not getting his money assaulted the plaintiff and seized a watch from his person, as security for the debt. A witness corroborated the defendant's statement.

The Prisoner in his defence delivered over the watch in question to the court, and said that he did not strike plaintiff, and received the watch from him without taking it by force

He was found guilty and sentenced to pay a fine of $15 to the Queen.

CRIMINAL SIDE.

13th *January*, 1859.

DADABHOY BURJORJEE of Shanghae, *Plaintiff*, JEHAJEEJEE FRAMJEE BUXET of Shanghae, *Defendant*.

Before D. B. ROBERTSON, Esq., *H. M.'s Consul.*
FREDERICK HARVEY, Esq., *H. M.'s Vice-Consul.*

Messrs. BARNES DALLAS, } *Assessors.*
H. M. M. GRAY, }

Mr. B. R. MODY, was duly sworn in as Interpreter to the Court.

The Plaintiff stating that Defendant had intercepted a Bill of Lading for 15 Boxes of Silver value £4,202,17,,11, consigned to defendant having been read.

DADABHOY BURJORJEE duly sworn, states;—I shipped certain Silk in my own name and instructed Cama & Co. to remit directly to me the proceeds. They have hitherto remitted to me direct but this last mail there was no Bill of Lading of the Silver remitted, in their letter. All the other documents were correct but this was wanting.

On finding this out I gave notice to the Agent of the P. & O. Co. to stop the delivery of the Silver and notified the same to the Inspectors in whose hands my affairs are placed. I applied to Mr. Buxey who refused to deliver up the Bill of Lading, retaining it on account of a claim against my estate, and stating that if I would make some arrangement for the settlement of his claim he would deliver up the Bill of Lading of the Silver.

Defendant having been asked if he had any question to ask the Plaintiff, stated he had none.

JOHN FREDERICK HENRY TRAUTMANN, duly sworn stated,—On the 27th June, 1858, Plaintiff addressed Cama & Co a letter requesting them, after receipt of the same, to send all funds to him at Shanghae to which they agreed by their letter of 1st Nov. 1858, stating.—"You advise us to send these remittances direct we will do so in future."

(*Translation by Interpreter of Letter from Cama & Co.*)

"According to your instructions we will not remit what is due to you to Bombay but will do so direct to you, but how are we to be put in funds if there is a balance against you because exchange on Shanghae is not always steady."

WILLIAM ROBERT DALZIEL, duly sworn,—(Captain's copy of Bill of lading put into Court by witness.) The mark was D B with Cover 1 a 15. These boxes were duly received by steamer *Aden* and are now in possession of the P. & O. Co. Shortly after the arrival of the Steamer Mr. Buxey's Clerk presented a Bill of Lading for the boxes. The Bill of Lading had been originally blank, but endorsed "Cama & Co." the ink was old and dry and above it was written, apparently in fresh ink, to the best of my belief "Please deliver to Messrs. R. H. Camajee & Co." but of this I cannot be certain. Mr. Warden, the Agent for the P. & O. Company and myself refused to deliver the boxes in consequence of a letter received from Mr. Burjorjee now produced, (dated 3d January 1859,) and on this letter we retained them.

Defendant declined asking witness any question.

WILLIAM HERBERT VACHER, duly sworn, states:—shortly after arrival of the steamer, Mr. Burjorjee came to me and produced the letter purporting to enclose documents for a shipment of Treasure as returns for certain shipments of goods, which letter he stated was handed him by Mr. Muncherjee, agent here for Mr. Buxey. The Bill of Lading was not contained in this letter, and in consequence of a previous letter from Mr. Buxey to Burjorjee threatening to obstruct and detain any remittances that might come to Shanghae on account of Buxey, we stopped the Bill of Lading was in Mr. Buxey's possession and I advised Mr. Burjorjee to request the P. & O. Agent to detain the treasure for the present, should the Bill of Lading be presented.

Mr. BURJORJEE called on oath,—confirms the evidence of the last witness as to the contents of the letter received from Mr. Buxey.

Mr. MUNCHERJEE duly sworn states:—I presented the Bill of Lading for the 15 boxes of silver referred to in the evidence of Mr. Dalziel; this Bill of Lading I got from our Hongkong agents, R. H. Camajee & Co. It was enclosed in my letters, directed to the firm I am representative of. It was accompanied with instructions that the Bill of Lading was received on account of Burjorjee and I was to hold it on account of the claim of my firm against Burjorjee. I received this Bill of Lading on the 2nd of January. Before I presented the Bill of Lading I saw Mr. Buxey who had arrived in Shanghai. On the 3rd I took the Bill to Mr. Warden's to be countersigned, I was told there was a dispute about the Bill of Lading. I examined the Bill carefully, it was blank endorsed "Cama & Co." I filled in the blank endorsement with the name of our firm when I presented the Bill of Lading for countersignature. I swear the Bill of Lading in question came from the agents at Hongkong, in a cover addressed to me. My only instructions with reference to it were to confer with Mr. Buxey. The Bill of Lading is now in R. Buxey's hands.

F. BUXEY in his defence states:—

I received the Bill of Lading in question from our London house enclosed in a letter advising me that they have enclosed this Bill of Lading on account of D. Burjorjees. To the effect, "by this opportunity we have remitted silver on account of Mr. D. Burjorjee, Bill of Lading of which receive herein and do the needful, there are 15 boxes." I delivered the letter referred to in the evidence to Mr. Burjorjee telling him I had a lien on the silver and had received the bill of Lading separately in our letters. He replied he left all his matters in the hands of his Inspectors.

JUDGMENT.

The Court having considered carefully the evidence before it, decides that there is no proof that the Bill of Lading was intercepted by defendant, and dismisses the plaint.

We understand the Plaintiff in the above case had to pay costs amounting to £24 or 1 per cent. on the value of the Treasure shipped under the Bill of Lading. Will any of our readers inform us if it is the practice of any other Court to demand costs in a Criminal case.

CIVIL SIDE.

13th *January*, 1859.

E. LOUREIRO v. JAS. MACDONALD & Co.

Before D. B. ROBERTSON, Esq., *H. M. Consul.*
F. HARVEY, Esq., *H. M. Vice-Consul.*
Messrs. H. M. M. GRAY, } *Assessors.*
B. DALLAS, }

This was a claim for Taels 500 being amount of 6 months salary due to Plaintiff on account of having been dismissed from Defendant's service without receiving 6 months notice.

Plaintiff in support of his case puts in letters from Mr. Webb of Messrs. Dent & Co, Mr. Whittall of Messrs Jardine, Matheson & Co., and Mr. Man of Messrs, George Barnet & Co. giving as their opinion that the usual custom in engaging European assistants there was by the year, and in such cases it was customary to give six months notice or six months salary.

Mr. CUSHNY, Representative of James Mac Donald & Co. contended that in this case Mr. Loureiro had no written agreement, and he held that though Mr. Loureiro's salary was 1,000 Taels yearly he had been engaged with the understanding that his services could be dispensed with on the shortest notice.

The Court having heard the statements on both sides, decides that the Plaintiff is entitled to six months notice or six months salary at the rate of 1,000 Taels yearly.

The *Tory-town* brought down as passengers Capt. Urquhart and 4 of the crew of the *Alert*, which left this on 20th September for Shanghae with a cargo of coal, and which was wrecked on the coast of Formosa near Change-wa, at noon P.M., on the 11th October. After a two months' detention, during which they suffered hardship,—one passenger supporting himself by cleaning clocks, and the other by making drawings of ships, steamers, etc., they got across to Amoy in a junk. The Chief and Second Mates and 10 of the crew were swept off the wreck and drowned the first night, and the survivors reached the shore on a raft, when they were immediately seized, stripped, and carried into the interior by the natives. Mr. Groom, of the Audit Office, one of the passengers, comes down in the *Fire Fly*. Mr. Groom was to leave for this yesterday morning. The *Alert* was an American ship of 644 tons.—*Hongkong Shipping List*, Dec. 30.

(*From the Foochow Courier.*)

FOOCHOW CHURCH.—We learn with great satisfaction that an eligible piece of ground in a most central situation has been selected and purchased by the British Community for the erection of an Episcopal Church and we are informed that active steps have already been taken to at once proceed with its erection, under the superintendency of Mr. W. H. Medhurst, H. B. M. Consul in connection with the two Trustees Mr. Arthur Smith and Mr. W. H. Green.

—The Rev. William Smith has been appointed Chaplain, by Lord Malmesbury, Foreign Secretary, and was expected to leave England by the 4th November steamer from Southampton.—Dec. 21.

[Mr. Smith arrived in Hongkong on the 25th ultimo, per *Singapore*.]

(*From the Chinese Repository.*)

English intercourse with Japan: a brief sketch of the attempts which have been made to carry on a trade with Japan by the English.

(*Continued from No.* 439.)

The footing thus last was never regained. Indeed, no visit to Japan by English vessels is recorded for half a century after this, except that of the fleet of lord Weddell in 1637. But Desima has already been constructed when this visit took place, and the British fleet was refused access to the citizens, perhaps because it had touched at Macao on its way. The civil wars of England had long been succeeded by the restoration of Charles II., when the ship *Return* was sent by the E. I. Company, in 1673, to attempt to reopen the trade with Japan. On its arrival at Nagasaki, the captain was asked what religion he professed, and how long his master had been married to a Portuguese princess, and if they had any issue. In answer as to the fact of this state connection, the Japanese must of course have derived from the Dutch. Inquiry was also made why forty-nine years had been permitted to elapse, and no attempt been made by the English to renew the trade. The answer was, that the greater part of the funeral had been passed in civil commotion and foreign wars. Several conferences ensued, which turned chiefly on the Portuguese, and the difference between the English and Portuguese. A month after the arrival of the *Return*, it was announced on the part of the seogun, "that his subjects could not be permitted to trade with a people of a king who had married the daughter of his greatest enemy, and that the English ship must sail with the first fair wind." The captain then asked liberty to sell his cargo, inasmuch as he had brought it so far, but this was also refused, though the officers themselves said they were very sorry that the trade could be allowed. He was only permitted to pay in merchandise for the supplies he had received. On leaving Nagasaki, after more than three months' stay, he inquired if he might come again, on the demise of the queen This he was recommended not to do, because "the royal word, like the sweat of the human body, when once escaped, recovered not again." During his whole stay he was harassed with questions, but often surprised to find his inquisitors better acquainted than himself with European news. He seems to have been perfectly right in ascribing his repulse to the invidious suggestions of the Dutch, for a special letter, earnestly entreating that the offer of trade should have been refused by the Japanese government for no other reason, and influenced by no other arguments, than the one adduced.

Another century nearly elapsed, when the last expedition of Cook passed down the eastern coasts of Nippo, after the great navigator's death, and decorated several of its capes with English names, which still keep their places on the charts. Twelve years later, 1791, captain Colnet skirted the western shores of the Japanese Archipelago in search of some point where trade might be opened, but was everywhere repulsed by the boats of the coast guard. Wood, water, and other refreshments were, however, furnished him without pay *. The year after captain Colnet's voyage, a select committee of the English E. I. Company, (appointed to take into consideration the British trade to the East Indies,) reported that it could never be an object for Great Britain to carry on a trade with Japan. The argument in the report was, that the Japanese were now supplied with British woollens through the medium of the Chinese. Were these sent direct from England to Japan, the defalcation in exports to China must be made up in bullion or by drafts on Bengal. The Japanese copper received in return for these woollens, to whatever market it might be sent, would interfere with the produce of the British mines. The result would be, as predicted by these sage economists, "the exchange of our woollens for copper which we have in abundance, instead of for teas which we have not, and will always be required." The committee add, "supposing that, woollens, lead, and quicksilver to the amount Japan could be made up to £8000, copper to the value of £30,000 or £32,000 must be received in payment, to the prejudice of our mines. Thus Great Britain would gain on the one hand £8000 while the loss on the other would be £32,000." How happy would the merchant of the present day be to transfer to his own ledger this statement of profit and loss, so deprecated by the honorable committee.

In 1796, captain Broughton, in H. B. M. schooner *Providence*, visited the Japanese islands for the purpose of discovery, and passed sometime in surveying and refitting on the coast of Yesso or Matsumai. He was kindly treated, supplied with refreshments, and even boarded by fishing boats as far south as the bay of Yédo. Being in a public vessel, he of course made no attempt to open a trade. In 1803, the ship *Frederick* was sent to Nagasaki from Calcutta with a valuable cargo of British goods. Captain Torrey, on his communicating, was refused admittance into the harbor, and required to leave the roads in twenty-four hours. The merchants of Calcutta were probably led to make this attempt by the representations of M. Titsingh, who, as Dutch resident at Chinsurah, had been their neighbor for many years. This gentleman seems always to have looked back to Japan and to his stay there with the fondness so often felt toward an old residence, the discomforts of which are forgotten, while the agreeable recollections still remain.

In 1808, two years after Louis Bonaparte had been crowned king of Holland, the British frigate *Phaeton*, captain Pellew, entered the harbor of Nagasaki in search of Dutch ships, with orders "to sink, burn and destroy." An accidental rencontre took place on her being boarded by the Japanese officers, accompanied by two of the Dutch factory, and the two gentlemen were detained for a short time as prisoners of war. Notwithstanding this, the governor of Nagasaki obeyed the requisition, and furnished the ship with needed supplies. Opposite accounts are given of the effect of these proceedings of Pellew; one is, that everything was yielded at his demand; and the other, that preparations were in progress which would have cut off the frigate, had she not speedily put to sea. According to the Dutch version, given by M. Doeff, this unfortunate occurrence had no result but to prejudice the British name, and to compel the governor of Nagasaki to the last resort of an implicated or unfortunate Japanese officer—viz. to commit suicide. The English statement on the other hand refutes the charge of bad faith, and throws the blame on the malicious disclosures of the Dutch, who had been requested to report the *Phaeton* as an Indiaman, the whole responsibility for the consequences, whatever they may have been, of the Japanese discovering that she was a ship of war.†

In 1811, a British armament from Bengal took possession of the Javan islands and in 1813, two ships were dispatched by the lieut.-governor Sir Stamford Raffles, to renew the communication with Japan The cargoes of these ships consisted of sugar, tin, spices, woollens, chintzes, &c, amounting to $298,000. The return, including duties paid in Japan, and goods left unsold there, amounted to $342,000; balance in favor of the voyage, $44,000. It is remarked, that the result would have been better, but for the high cost and poor assortment of the cargo, and the extravagant rate of freight. Dr Ainslie, who accompanied this expedition, returned with the impression that the Japanese were entirely free from prejudices that would stand in the way of an unrestrained intercourse with Europeans. Even their religious prejudices appeared to him moderate and inoffensive. Commerce with Japan, both in exports and imports was in his opinion, extensible to a long list of articles not yet exchanged, and capable of great increase. We will make an attempt to decide how far his opinion on the accessibility of this empire may have been modified, by the views and wishes of his patron and friend. A second effort was made by gov. Raffles the following year, with a single vessel, to place British representatives at Nagasaki, but the pertinacity of the Dutch succeeded in preventing the latter in both instances, and he kept his footing as the impersonation of the old regime, until Java and its dependencies fell again into Dutch hands after the peace of 1815.

In June, 1819, captain Gordon from Bengal touched at the bay of Yédo in his way to Okotsk, and remained a total of 56 days, 40 of them within 3 days at the entrance of the bay, and forwarded to Yédo, through some officers of government who visited him, his request to be allowed to come the next year, and renew a trade. He was guarded by eight armed boats and two or three junks during his whole stay. Inquiry was made concerning the history of the brig, and other particulars of news. The shores were crowded with spectators, and the vessel was visited by upwards of two thousand persons, all polite, affable, eager to barter for trifles, and admiring the samples of goods which they saw. When the reply was received from the capital rejecting his petition, thirty boats were sent to tow the brig out of the bay.

This is, we believe, the latest attempt to reopen this intercourse, though it is said that the British whaling vessels have often touched on the eastern coast of Nipbon for supplies ‡ It is further reported, though we hope on no good authority, that these visits have not always been made in a way to conciliate the Japanese, or to hasten the time when their ports shall again be opened to the British flag.

Intercourse with Japan: notices of visits to that country by the "Brothers," captain Peter Gordon; the Eclipse; and the Cyprus.

As supplementary to our former article on English intercourse with Japan we bring to the notice of our readers three attempts made to communicate with that country, the latter of which, although too meagre to be of much use, possesses some interest in connection with the recent visit of the *Morrison*. In that article, we adverted to a certain Gordon's stopping near Yédo; we now give his own account, extracted from the Indo-Chinese Gleaner. From one or two letters of his to Dr. Milne, published in the Gleaner, he appears to have entertained high hopes of the possibility of a foreigner being allowed to land and stay in the country long enough to learn the language, before a vessel could be sent home: but from Golownin's unlucky experiment, and what we can learn of the police of the Japanese government, such an undertaking would be futile and hazardous, whether attempted, as he suggests, either on the island of Yesso, or at the Lewchew group. This cluster is a dependency of the principality of Satsuma, with whose inhabitants alone the trade is carried on in both Japanese and Lewchewan junks, the Japanese vessels from other principalities being jealously excluded. Captain Gordon thus commences his narrative:

On the 17th June, 1818, we stood into the bay of Yédo, and having joined with some junks which were approaching, hailed for the same reason as ourselves, were at sunset close in with the land, without having been recognised as a stranger; a circumstance which gave me much pleasure as it was my wish to push directly for the capital, and I hoped, moreover, to be at the gate of the seogun's palace by daylight; but falling calm in the night, the vessel drifted near a rock, and we were obliged to anchor. At daylight we were visited by many boats which came from several towns and villages about two miles off; and in the course of the morning many officers of government came on board, among whom were two of higher rank than the others, to whom great respect was paid by their attendants. I made known to this party my wish to proceed to Yédo, and acquainted them that the object of my visit was to obtain permission to return with a cargo for sale. As the wind and tide were against us, they advised us to remove the vessel into a neighboring bay for shelter, and ordered a pilot and two boats to assist, which I readily accepted, as I knew that we must await an answer from the court, about sixty miles distant.* I was requested to allow the arms and ammunition to be landed, and subsequently to unship the rudder and send it ashore, with both of which I complied, knowing it was customary at Nagasaki; but I declined dismantling the vessel on account of the loss of time it would occasion; the spare sails were, however, landed. The vessel was soon after encircled by twenty small boats, fastened to each other, at a distance of a few yards from us; and beyond this cordon lay about sixty larger boats and gun-boats, besides two of three junks, each equaling our own vessel in size, and mounting about eight guns. Our floating guard often amounted to a thousand men, and it was never less than half that number; it was incredible how good a lookout they kept, and how narrowly all our actions were watched; they noted every transaction, and the drawings of all the objects which attracted notice.

"At first, our visitors were inconveniently numerous, and came on board continually, but after the first day, the guard prohibited all strangers from approaching us; the shore was daily crowded with spectators, however, a very great majority of whom were females. On the fourth day of our stay in the bay, I was gratified by a visit from two interpreters, one of whom was a perfect master of the Dutch language, and the other was pretially acquainted with the Russian. They could also both speak a little English, but all our communication was carried on in Dutch; and through this medium I was enabled to explain the objects for coming to Japan more fully than I had before been able to do, and to give an account of the vessel and crew. Captain Golownin's name being mentioned, they inquired very particularly if he was at Ochotsk. They also asked if the Dutch and English nations were at peace, and receiving an affirmative answer, the interpreter added, that he understood there had been peace throughout Europe during two years. When I remarked, that I hoped permission would be granted for the vessel to return the next year, they replied that the laws of Japan were very hard, and that a similar request made three by Russia had been as often negatived. On taking leave they said, that if I would allow them they would do themselves the pleasure of calling on board daily during our stay; to which I said, nothing could gratify me more than their doing so.

"The following day, about noon, we observed the arrival of a *norimon* at the gover.or's house, and imagined it contained some important personage from the respect shown to it in passing. At 2 o'clock, the interpreters favored us with a second visit, and inquired the place of birth of each person on board; they were particularly minute in their inquires respecting my own family and its several members. On producing some vaccine scales, I was happy to find that the interpreter added, that he understood there had been peace throughout Europe during two years. When I remarked, that I hoped permission would be granted for the vessel to return the next year, they replied that the laws of Japan were very hard, and that a similar request made three by Russia had been as often negatived. On taking leave they said, that if I would allow them they would do themselves the pleasure of calling on board daily during our stay; to which I said, nothing could gratify me more than their doing so.

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NAGASAKI SHIPPING LIST,
31st December, 1858.

ARRIVED FROM

June
22,—Mississippi, (U. S. str.), Nicholson, China.
July
7,—Zeevvart, (Dut.), Biesthorst, Batavia.
10,—Powhatan, (U. S. str.), Pearson, China.
19,—Askold, (Rus. fri.), Ounkovskoy, China.
August
3,—Furious, (H. M. str.), Osborn, China.
3,—Retribution, (H. M. str.), Barker, China.
3,—Emperor,* (H. M. str.), Ward, China.
3,—Lee, (H. M. g.-b), Graham, China.
4,—Calcutta, (H. M. ship), Hall, China.
4,—Inflexible, (H. M. str. Brooker, China.
11,—Powhatan, (U. S. str.), Pearson, Simoda.
11,—Minnesota, (U. S. str.), Dupont, China.
19,—Cruiser, (H. M. str.), Bythesea, China.
31,—Retribution, (H. M. str.), Barker, Yeddo.
September
1,—Lee, (H. M. g.-b.), Graham, Yeddo.
4,—Cornelia Hendrika, (Dut.), Jaski, Holland.
10,—Powhatan, (U. S. str.), Pearson, Simoda.
20,—Minnesota, (U. S. str.), Dupont, China.
October [dadi.
7,—Mississippi, (U. S. str.), Nicholson, Hako-
9,—Yeddo,† (Dut. str.), Gerkens, Holland.
10,—La Place, (H. I. M. str.), Kerjegu, Yeddo.
10,—Prégent, (H. I. M. g.-b.), d'Osery, Yeddo.
10,—Rémi, (Fr. str.), ——, Yeddo.
10,—Askold, (Rus. fri.), Ounkovskoy, Shanghai.
25,—Vindex, (Brit. sch.), Morice, China.
November
10,—Florence, (Am. ship), Dumaresq, Shanghai.
14,—Ann, (Am bq.), Munro, Shanghai.
14,—Nagasaki,‡ (Dut. str. , Jones, Holland.
21,—Kwang Konar, (Japan. str.), Curee, Yeddo.
26,—Vindex, (Brit. sch.), Morice, Shanghai.
28,—Oldenbarnevelt, (Dut.), Aock, Batavia.
December
1,—Rapid, (Am.), West, Hakodadi.
1,—Charles Price, (Am.), Hulkon, Hakodadi.
1,—Ann, (Am. bq.), Munro, Shanghai.
10,—Japan, (Japan. str.), Kaisan, Amakusa.
18,—Inflexible, (H. M. str.), Brooker, Hongkong.
18,—Wilhelmine, (Dan.), Benquiteen, H'kong.
18,—Strélock, (Rus. g.-b.), Nidorolts, Hakodadi.
24,—Vindex, (Brit. sch.), Morice, Shanghai.
30,—Tribune,§ (H. M. str.), Hornby, Hongkong.

PASSENGERS.—Per *Zeevvart*, Mr. De Lanney van de Meule. Per *Askold*, Count Poutiatine. Per *Furious*, H. E. The Earl of Elgin and Suite. Per *Cornelia Hendrika*, Mr. Schut. Per *Powhatan*, Comm. Tuttnall. Per *Minnesotta*, H. E. Mr. Reed. Per *La Place*, H. E. Baron Gros. Per *Vindex*, Messrs. H. A. Ince and J. Loureiro. Per *Florence*, Mr. Walsh. Per *Vindex*, Mr. J. Loureiro. Per *Ann*, Messrs. Walsh and Reiche.

DEPARTED FOR

July
19,—Mississippi, (U. S. str.), Nicholson, Simoda.
22,—Powhatan, (U. S. str.), Pearson, Simoda.
22,—Askold, (Rus. fri.), Ounkovskoy, Simoda.
August
5,—Furious, (H. M. str.), Osborn, Yeddo.
5,—Retribution, (H. M str.), Barker, Yeddo.
6,—Emperor,* (H. M. str.), Ward, Yeddo.
5,—Lee, (H. M. g.-b.), Graham, Yeddo.
11,—Cubcutta, (H. M. ship). Hall, Hongkong.
11.—Inflexible, (H. M. str.), Brooker, Hongkong.
16,—Powhatan, (U. S. str.), Pearson, Shanghai.
30,—Cruiser, (H. M. str.), Bythesea, China.
31,—Minnesota, (U. S. str.), Dupont, Shanghai.
September
7,—Revvart, (Dut.), Bisthorst, Batavia.
8,—Retribution, (H. M str.), Barker, Shanghai.
8,—Lee, (H. M. g.-b.), Graham, Shanghai.
October
7,—Minnesota, (U. S. str.), Dupont, Shanghai.
22,—La Place, (H. I. M. str.), Kerjegu, Shanghai.
22,—Prégent, (H. I. M. g.-b.), d'Osery, Shanghai.
22,—Rémi, (Fr. str.) ——, Shanghai.
23,—Mississippi, (U. S. str.), Nicholson, Ningpo.
31,—Powhatan, (U. S. str.), Pearson, Shanghai.
November
2,—Cornelia Hendrika, (Dut.), Jaski, Batavia.
9,—Vindex, (Brit. sch.), Morice. Shanghai.
17,—Ann, (Am. bq.), Munro, Shanghai.
December
9,—Vindex, (Brit. sch.), Morice, Shanghai.
17,—Florence, (Am. ship), Dumaresq, Shanghai.
29,—Oldenbarnevelt, (Dut.), Hock, Batavia.
21,—Wilhelmine, (Dan.), Benedictsen, Amoy.
27,—Inflexible, (H. M. str.), Brooker, Hongkong.

PASSENGERS.—Per *Vindex*, 3d Nov., H. A. Ince, and J. Loureiro.

IN HARBOUR.

Rapid, Charles Price, Ann, Japan, Strélock, Vindex, and Tribune.

* Now the *Dragon*. Present to the Emperor of Japan from the Queen of England.
† Built in Holland for the Emperor of Japan.
‡ Built in Holland for the Prince of Tezen.
§ Put in for repairs.

SHANGHAE LIBRARY.

List of Books received this Mail.

364—Patmore (Coventry) The Angel in the House.
600—Shelley (Percy B.) Life of, by T. Jefferson Hogg, vols. I. & II.
601—Polehampton (Rev. H. S.) Life and Diary of.
602—Müller (Prof. Max.) and Donaldson (Prof. J. W.) History of the Literature of Ancient Greece, 2 vols.
603—Murray (John) Handbooks.
No. 8 Syria and Palestine, 2 vols.
1221—Kavanagh (Julia) Summer and Winter in the Two Sicilies. 2 vols.
1222—Parley (J. Lewis) Two Years in Syria.
1838—Sewell (Miss) Ursula. 2 vols.
1839—Year after Year, by the Author of Paul Ferrol.
1840—Grey (Mrs.) The Two Hearts.
1841—Fellow Travellers. 3 vols.
2310—Catlow (Agnes) Popular Garden Botany.
2311—Stanley (Bishop) History of British Birds.
2312—Vaughan (Rev. Alfred) Essays and Remains, 2 vols.
Edinburgh Review.
British Quarterly Review.
North British Review.

January 4th, 1859.

ADVERTISEMENTS.

APPETITE AND DIGESTION IMPROVED

LEA & PERRINS' CELEBRATED WORCESTERSHIRE SAUCE imparts the most exquisite relish to every variety of Dish, and, by its tonic and invigorating properties, enables the Stomach to perfectly digest the food. The habitual use of this Sauce has been found most conducive to health.

Sold by the principal dealers in Sauces universally. Wholesale and for exportation by the Proprietors, LEA & PERRINS, 68, Broad Street, Worcester, and 19, Fenchurch Street, London. Also by CROSSE & BLACKWELL, and other Oilmen and Merchants, London.

SHIPPING INTELLIGENCE.

ARRIVALS.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	From	Sailed	Cargo.	Consignees.
Jan 5	Avalanche *	B. ship	692	Scott	New Zealand			Jardine, Matheson & Co
.. 9	Cormorant [H M. str.			Wodehouse	Hongkong	Dec 31		
.. 9	Dove [H.M	g.-boat		Bullock	Y'g-tsze klang	..		
.. 10	Fanny Kirchner	Old. bk	568	Block	Hongkong	.. 4	Sugar	Wm. Pustau and Co
.. 10	Furious [H.M	st-fri.		Osborn	Y'g-tsze klang			
.. 11	Laurick	B. brig	283	Thompson	Hongkong	.. 22	Rice, &c.	Jardine, Matheson & Co
.. 11	Ann	A. bark	641	Munro	Japan		do	Russell and Co
.. 12	Cruiser [H. M.	sc-st sl.		Bythesea	Y'g-tsze klang			
.. 13	Tung Yu	B. ship	1136	Taylor	Gravesend	Aug 13	General	Shaw, Bland and Co

* Reported as the *Valentia*, from San Francisco, by mistake.

DEPARTURES

From Woosung.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	Destination.	Cargo.	Despatched by
Jan 8	Haffa	Ha. bk	499	Hinrichsen	Ningpo	Ballast	Harkort and Co
.. 8	Miranda	Pru. bg	186	Weller	Hkong & W'poa	Tea & Silk	Wetmore, Williams and Co
.. 9	Dove [H M.	g.-boat		Bullock	Y'g-tsze klang		
.. 9	Ringleader	A. ship	1136	Matthews	Hongkong	Ballast	Augustine, Heard and Co
.. 9	Ravenscraig	B. ship	588	Barron	Macao	Sundries	Holliday, Wise and Co
.. 9	New Margaret	B. bark	411	Bovey	Swatow	do	Gibb, Livingston and Co
.. 9	Typhoon	Pru. bg	220	Melocke	Melbourne	Tea	Wm. Pustau and Co
.. 9	Egmont	B. ship	767	Gibson	Nagasaki	Sun., &c.	W. R. Adamson and Co
.. 10	Countess of Seafield	B. bark	492	Brown	Swatow	Sundries	Geo. Baruet and Co
.. 10	James Lemon	B. bark	485	Macaulay	Amoy	Sun., &c.	Smith, Kennedy and Co
.. 10	Nimrod	H. M str		Mends	Hongkong		
.. 11	Admiral	B. bark	415	Pe	Swatow	Sundries	Wetmore, Williams and Co
.. 12	Fernandes	Por. str	231	Xavier	N'go & Macao	do	P. Loureiro
.. 12	Spirit of the North	B. bark	671	Martin	London	Tea & Silk	Gibb, Livingston and Co
.. 13	Gighet	[Russ. g-boat			*Unknown*		
.. 13	Eamont	B. schr	120	Geary	Foochau	Sugar, &c.	Dent and Co
.. 13	Melita	A. schr	198	Stratten	Foochau	Tea & Sun.	Wm. Pustau and Co

SHIPPING IN HARBOUR

And at Woosung.

MERCHANT VESSELS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captain.	Consignees.	Destination.	Intended despatch
Allpore	Sept 27	B. ship	811	Murdock	Gilman and Co	Hongkong	To-day.
Amazone	Dec 26	Ha. bk	266	Riese	Stemssen and Co		
Amiral Baudin	Nov 15	Fr. bk	502	Forestier	Rémi, Schmidt et Cie		
Anna	Dec 26	Old. bk	234	Schulken	Wm. Pustau and Co	Hkong or W'poa	Imdt.
Ann	Jan 11	A. bark	641	Munro	Russell and Co		
Antagonist	Dec 9	B. bark	426	Turner	Jas. Howman and Co	Amoy	eld 14th
Avalanche	B. ship	Jan 5	692	Scott	Jardine, Matheson and Co		
Beaver	Dec 26	A. ship	727	Smith	Augustine Heard and Co	New York	Early
Betty	Dec 27	Swe. bg	260	Holmberg	Hower, Hanbury and Co		
Black River Packet	July 21	B. bark	264	Dick	Gibb, Livingston and Co		
Bride of the Seas	Nov 5	B. ship	516	Donald	Gibb, Livingston and Co		
Canasius	Sept 22	B. ship	516	Patterson	Smith, Kennedy and Co	London	Early
Claro	Jan 6	B. bark	408	Sheen	Smith, Kennedy and Co		
Clio	Dec 25	Bre. bk	400	Frohling	Harkort and Co	Swatow	Early
Cornubia	Dec 11	B. bark	459	Ellison	Jardine, Matheson and Co		
Earl of Windsor	Oct 3	B. ship	739	Brown	Jardine, Matheson and Co		
Eastern Star	Sept 30	A. ship	1017	Jones	Wm. Hargreaves	London	
Elizabeth Ann	Nov 6	B. ship	562	Parsons	Jardine, Matheson and Co		
Emma	Dec 16	B. brig	121	Douglas	Bienkin, Hawson and Co	Fuchau	21st inst.
Fanny Kirchner	Jan 10	Old. bk	568	Block	Wm. Pustau and Co		
Fernando de Noronga	Dec 27	A. str	348	Schibyo	Russell and Co	Nagasaki	Imdt.
Gauntlet	Aug 6	B. ship	693	Inglis	Bower, Hanbury and Co	Montreal	eld 3th
Gharsia	Aug 16	B. bark	501	Black	Turner and Co		
Harvest Home	Dec 1	B. bark	436	Wright	Turner and Co		
Henry Harbeck	Oct 30	A. ship	714	True	Wetmore, Williams and Co	New York	Early
Idas	Sept 23	B. ship	706	Wescott	Wm. Hargreaves	London	eld 10th
Indian	Nov 12	A. ship	703	Donahue	Rémi, Schmidt et Cie		
Joshua Bates	Dec 19	A. ship	620	McCallum	Birley, Worthington and Co	New York	Early
Judith	Dec 23	A. ship	993	Brown	Stemssen and Co		
Kamehameha IV.	Nov 5	B. ship	499	Garry	Smith, Kennedy and Co		
Kangaroo	July 7	B. bark	377	Robinson	Order		
Lady Inglis	Sept 20	B. bark	376	Twizell	Bower, Hanbury and Co	Swatow	
Lanrick	Jan 11	B. brig	283	Thompson	Jardine, Matheson and Co	Fuchau	
Livingston	Dec 9	B. ship	535	Prynn	Hower, Hanbury and Co		
Lord Clarendon	Dec 18	B. brig	272	Prance	Dent and Co		
Louisa Baillie	Dec 27	B. ship	494	Smith	Wm. Pustau and Co		
Masdeu	Aug 23	B. brig	218	Dobie	A. R. Tilby		
Menelus	Nov 24	B. ship	509	Williamson	Shaw, Bland and Co		
Meteor	Feb 28	B. str.	136	Macdonald	Captain		
Nabob	July 27	A. ship	1245	Baxter	Russell and Co	New York	Imdt.
Napier	Dec 11	A. ship	1811	Kennedy	Russell and Co		
Oscar Vidal	Dec 15	Ha. sh	740	Benz	Bower, Hanbury and Co		
Portena	Dec 25	B. bark	354	McGowan	Bower, Hanbury and Co	Liverpool	
Queen of the North	Nov 4	B. ship	908	Hapson	Bower, Hanbury and Co		
Rémi	Oct 26	B. str	322	Laen	Rémi, Schmidt et Cie		
Romance of the Seas	Sept 22	A. ship	1781	Caldwell	Russell and Co		
Sarah Lucy	Dec 18	B. bark	376	Wilson	Fletcher and Co		
Sir W. P. Williams	Dec 18	B. ship	807	Rees	Shaw, Bland and Co	London	
Snow Squall	Jan 3	A. ship	742	Loyd	Ullett and Co		
Solomon Family	June 13	B. ship	700		Dent and Co		
Sophie	Jan 7	Ha. bg.	228	Marten	Harkort and Co		
Spirit of the Deep	Nov 29	B. ship	629	Hewitt	W. R. Adamson and Co		
Star of the North	Dec 22	B. ship	935	Buckham	Fletcher and Co		
Taymouth Castle	Dec 27	B. ship	682	King	Dent and Co		
Troas	Aug 12	B. ship	663	Holmes	Jardine, Matheson and Co		
Tung Yu	Jan 13	B. ship	1136	Taylor	Shaw, Bland and Co		
Virginia	Sept 26	Bre. bk	302	Franke	Wetmore, Williams and Co	Amoy	eld 13th
Westburn	Dec 27	B. ship	593	Bruce	Gibb, Livingston and Co	London	Early
Woodville	Dec 9	B. bark	361	Brown	W. R. Adamson and Co		
Zealandia	Dec 26	B. ship	1032	Foster	Dent and Co	London	17th inst

60 *Merchant Vels.*

SHIPS OF WAR IN HARBOUR & AT WOOSUNG.

Names	Class	Guns	Tons	Crew	Commander	Horse-power
Actæon	H M frigate	28	..	167	John Ward	..
Cormorant	H M sc-st gun-vl	6	..	91	A. Wodehouse	200
Cruiser	H M sc-st sloop	17	..	165	John Bythesea	60
Dove (96)	H M gun-boat	3	..	37	Lieut C G Bullock	60
Furious	H M pd-whl st-fri	16	..	220	Sherard Osborn, C B	400
Highflyer	H M sc-st corvt	21	..	240	C F A Shadwell, C B	240
Lee (32)	H M gun-boat	3	..	40	W. H. Jones	80
Opossum (94)	H M gun-boat	3	..	37	C. J. Balfour	80
Retribution	H M pad-whist-fri	28	..	300	Charles Barker	400
La Place	H I M steamer	..	..	..	Kerjegu	..

RECEIVING SHIPS—*AT WOOSUNG.*

Vessels.	Flag & Rig.	Tons	Captain.	Owners.
Ann Welsh	B. bark	341	Endicott	Augustine Heard and Co.
Ariel	B. ship	592	Keppell	P. F. Cama and Co
Emily Jane	B. ship	427	Vincent	Dent and Co.
Folkstone	B. ship	406		Jardine, Matheson and Co.
Lady Hayes	B. bark	384	Baylis	Jardine, Matheson and Co.
Swallow	B. bark	343	Henderson	Lindsay and Co.
Wellington	B. bark	472	Bennett	David Sassoon, Sons and Co

ARRIVAL OF THE MAILS.

		Jany.	Febg.	March	April	May	June	July	Augt.	Sept.	Oct.	Nov.	Dec.
1850		7	13	6	5	3 & 24	21	24	15	28	22	24	29
1851		none	1	7	2	1 & 30	24	29	17	28	31	none	3
1852		6	9	2	27	19	15	15	14	13	26	19	24
1853	Monthly	26	20	19	19	30	20	27	17	18	22	24	22
	bi-monthly	—	—	—	19	3 & 30	none	3 & 29	none	9 & 28	none	19	20
1854	Monthly	28	25	none	11 & 26	17	22	18	17	25	27	28	none
	bi-monthly	15	7	9	5	12	8	6	4	8 & 28	none	18	22
1855	Monthly	16	none	5	none	—	—	—	—	—	—	—	—
	bi-monthly	16	8	14	13	5	4	2	5	4	4	8	13
1856	Monthly	11	8	19	9	7	1	3	3 & 6	7	8	13	9 & 10
	bi-monthly	—	—	—	—	—	—	—	—	—	—	—	none
1857	Monthly	5	11	5	7	6 & 30	21	14 & 27	—	1 & 29	—	3 & 30	—
	bi-monthly	—	3 & 23	—	2 & 25	21	—	14	12	15	28	24	—
1858	Monthly	3	16	8	5	2 & 28	24	13	12	25	31	—	1
	bi-monthly	1 & 25		24	—	2 & 15	12	28	28	16	17	17	17
1859	Monthly	1	—	—	—	—	—	—	—	—	—	—	—
	bi-monthly	—	—	—	—	—	—	—	—	—	—	—	—

VESSELS EXPECTED.

From *London*—Anglo Saxon, 15th Augt.; and Aramingo, 3d Sept.
Liverpool—Cambalu, 9th Oct.; Bacchante, 29th do.; and Invincible, 1st Nov.
Gravesend—New Era, 11th Sept.; and Ziba, 11th Oct.
Deal—Heroes of Alma, 5th Sept.
Plymouth—Southern Belle, 26th Augt.
Sunderland—Berwick Walls, and Shan-tung, 26th Sept.

COMPARATIVE STATEMENT of the EXPORT of TEA and SILK from SHANGHAI.

Year ending 30th June,	Total Black	Total Green	TEA Total Pounds	SILK Total Bales
1844-45			3,800,027	6,423
1845-46			12,439,988	15,192
1846-47			12,491,140	15,972
1847-48			15,711,142	21,276
1848-49			18,303,674	18,324
1849-50			22,363,370	13,237
1850-51			36,722,849	17,243
1851-52			37,673,000	20,631
1852-53			69,431,000	28,074
1853-54			50,343,847	38,319
1854-55	45,353,816	31,833,429	80,221,245	52,965
1855-56	29,115,273	30,184,693	59,299,966	37,163
1856-57	12,470,686	28,443,794	40,914,390	22,166
1857-58	23,978,114	25,988,527	51,317,093	66,391

Year ending 30th June,	TO GREAT BRITAIN, (direct), HONGKONG and PORTS BEYOND. Black Tea	Green Tea	TEA Total Lbs.	SILK Total Bales	TO THE UNITED STATES. Black Tea	Green Tea	TEA Total Lbs.	SILK Total Bales
1847-48			11,372,141	19,117	226,636	1,514,151	1,740,787	
1848-49			12,310,303	15,947	646,257	2,328,075	2,986,332	35
1849-50			13,867,197	13,162	1,618,829	3,971,870	5,622,786	415
1850-51			21,687,816	15,723	2,731,309	7,516,641	11,466,540	226
1851-52			31,225,000	20,337	3,600,000	14,406,000	18,000,000	294
1852-53			18,664,109	24,303	2,934,700	19,965,600	22,900,300	254
1853-54			29,856,188	35,185	3,119,200	13,581,200	16,702,400	1,074
1854-55	19,236,639	10,175,836	30,014,892	33,263	1,154,373	22,381,393	23,735,841	.....
1855-56	24,668,430	8,543,424	33,211,854	36,275	289,447	20,650,537	20,939,975	1,318
1856-57	10,607,084	10,794,487	21,401,571	20,523	381,553	16,886,572	17,268,125	1,637
1857-58	22,115,292	7,212,648	29,627,940	65,710	315,303	17,625,806	17,941,109	1,598

EXPORT of TEA and SILK from SHANGHAI, from 1st July, 1857, to 30th June, 1858.

DESTINATION.	BLACK TEA Lbs.	GREEN TEA Lbs.	TEA. Total Lbs.	SILK Total Bales
To UNITED STATES,	315,303	17,625,806	17,941,109	1,598
GREAT BRITAIN, *direct and Coastwise*	23,042,968	7,148,575	30,231,543	63,655*
AUSTRALIA,		852,593		
COASTWISE,	443,144	733,297	1,176,341	
CONTINENT,		497,969		93
NORTH AMERICAN COLONIES,	43,914	309,122	353,036	
SAN FRANCISCO,	83,654	42,973	126,639	
MANILA,	64,247	72,775	137,022	
Total	23,993,260	25,972,950	51,317,173	67,391

* Includes 6,478 bales Thrown, 361 Coarse, and 566 Waste.

EXPORT of TEA and SILK from SHANGHAI to GREAT BRITAIN, (direct), From 1st July, 1858, to dates.

Sailed	Ship's Name.	Tons	For	Black Tea	Green Tea	TEA Total Pounds	SILK Total Bales
Aug 7	Mirage	716	London	453,904	256,841	710,745	379
Sept 6	Stornoway	527	do	137,776	111,601	249,377	3,457
.. 13	Challenger	696	do	221,600	218,800	440,400	2,139
.. 22	Jubilee	764	do	37,833	728,316	766,869	2,229
Nov 7	Joseph Fletcher	672	do	203,900	340,500	544,700	2,211
.. 14	Assyrian	553	do	288,149	332,933	621,082	1,207
.. 25	Wellington	402	do	61,857	253,952	315,309	1,171
.. 27	Strathmore	440	do	429,755	.....	429,755	1,551
.. 28	Lord of the Isles	691	do	225 691	381,772	607,463	1,441
Dec 9	Amicus	411	do	216,433	282,764	498,197	1,293
.. 12	Akbar	733	do	675,200	201,700	876,900	643
.. 13	John Munro	603	do	433,493	767,037	715,530	503
.. 25	Sarnia	543	do	367,090	224,894	591,984	859
Jan 12	Spirit of the North	671	do	237,000	276,900	513,900	1,612
Cleared	Idas	706	do	.....	.....	.....	.....

EXPORT of TEA and SILK, from SHANGHAI to the UNITED STATES, From 1st July, 1858, to dates.

Sailed	Ship's Name.	Tons	For	Black Tea	Green Tea	TEA Total Pounds	Raw Silk Peculs	Other Silk	Sew Yern Goods Pieces
Oct 2	Fairy	629	New York	.....	573,110	573,110	132;16	.....	19,400
.. 13	Quicksteps	532	do	.....	706,802	706,802	19:20	.....	.....
.. 13	Hotspur	862	do	.....	831,290	831,290	222:19	.....	12,750
.. 15	Pampero	1375	do	.....	1,265,254	1,265,254	196:80	.....	2,775
.. 23	N. B. Palmer	1399	do	.....	1,277,100	1,277,100	23:02	.....	10,300
.. 31	Mandarin	776	do	.....	718,461	718,461	.....	.....	.....
Nov 7	Funda	1041	do	.....	1,051,328	1,051,328	36:09	.....	.....
.. 8	Kate Hastings	418	do	.....	590,442	590,442	.....	.....	.....
.. 8	Sancho Panza	873	do	.....	861,500	861,500	39,95	.....	4,600
.. 21	Ino	895	do	.....	639,258	639,258	48:94	.....	.....
Dec 6	Oscar	648	do	376,021	827,566	1,203,587	122:80	.....	.....
.. 17	Swordfish	1034	do	.....	820,355	820,355	20:10	.....	4,850
.. 19	Canvass Back	731	do	.....	750,380	750,380	.....	.....	.....
.. 20	Isaac Jeanes	843	do	.....	943,133	943,133	51:77	.....	.....

EXPORT of TEA from SHANGHAI to the NORTH AMERICAN COLONIES, From 1st July, 1858.

Sailed	Ship's Name.	Tons	For	Black Tea	Green Tea	TEA Total Pounds.
Cleared	Gauntlet	693	Montreal	.....	.....	.....

EXPORT of TEA from SHANGHAI to the SOUTH AUSTRALIAN COLONIES (direct), From 1st July, 1858.

Sailed	Ship's Name.	Tons	For	Black Tea	Green Tea	TEA Total Pounds.
Jan 9	Typhoon	220	Melbourne	.....	.....	.....

EXPORT of SILK from SHANGHAI COASTWISE, From 1st July, 1858, to dates.

Sailed	Ship's Name.	Tons	For	SILK Total Bales
July 15	Formosa, str.	750	Hongkong	1,376
Aug 2	Aden, str.	812	do	2,031
.. 15	Yang-tsze, str.	700	do	840
.. 16	Chusan, str.	700	do	2,699
Sept 4	Yang-tsze, str.	700	do	72
.. 4	Formosa, str.	750	do	2,720
.. 19	Yang-tsze, str.	700	do	26
.. 21	Norna, str.	970	do	3,023
.. 21	Hellespont, str.	330	do	17
.. 29	Formosa, str.	750	do	1,282
Oct 4	Lanrick	283	do	199
.. 5	Aden, str.	812	do	1,819
.. 5	Mary F. Slade	199	do	20
.. 19	Yang-tsze, str.	700	do	10
.. 23	Formosa, str.	750	do	2,268
.. 29	Elizabeth	446	do ..... and Amoy	18
.. 30	Hellespont, str.	330	do	10
Nov 7	Aden, str.	812	do	1,904
.. 17	Christian	176	do	34
.. 22	Formosa, str.	750	do	3,018
.. 28	Hellespont, str.	330	do	17
.. 29	Lanrick	283	do	25
Dec 4	Yang-tsze, str.	700	do ..... rid Fuchau	214
.. 7	Aden, str.	812	do	2,470
.. 22	Hellespont, str.	330	do	311
.. 23	Formosa, str.	750	do	2,955
Jan 7	Aden, str.	812	do	2,502

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